





Shipping.

100

Destination.	
Rumohr via Straits	Zambo

Vessels.	Captain.

Agent.	Date of Leaving
O. S. N. C.	Sept. 13, at 3 p.m.

TETUAN, British barque, Capt. S. H. —Wieler & Co.

LAND, COOKTOWN, TOWNS  
LE, BRISBANE, SYDNEY,  
MELBOURNE, &c. &c.—  
Per *Suez*, at 3.30 p.m., on Thursday  
18th inst.

L- ND	HIGH WATER		SUN.		
	Day of Month	Morn.	Aft.	Even.	
		H. M.	H. M.	H. M.	H. M.
the	11	0.41	0.44	5.47	6.47

370 Sugar Debentures, 1880

25,000	100	500	all	8%
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June & Dec. 2 % prom.

and 170 Chinese.

Departure.

the 10th instant.

SHARE LIST.—QUOTATIONS.							Sept. 10, 1881
Stocks.	No. of Shares.	Value.	Up- and- down.	POSITION PER LAST REPORT. Reserve.	By New account.	Closing Quotations, Cash.	
<b>BANKS.</b>							
Hongkong and Shanghai Bank Corporation.....	50,000	\$	12½	12½	\$4,063,361.66	\$ 57,645.23 118 % prem. ex div. = \$272½	
<b>INSURANCE.</b>							
North-China Insurance Company, Limited.....	5,000	£	200½	50	First year	Th. 280 per share	
Yangtze Insurance Company, Limited.....	8,000	£	25½	25	£ 50,000	Th. 135 " sellers	
Union Insurance Society Company, Limited.....	2,000	£	1,250½	125½	500,000 \$	\$575,391.39 \$550 " "	
China Traders' Insurance Company, Limited.....	24,000	£	83.33	25½	600,000 \$	107,411.05 \$65 " ex divide	
Canton Insurance Office Company, Limited.....	10,000	£	250½	50½	55,000	\$85 " "	
Chinese Insurance Company, Limited.....	1,500	£	1,000	200	£ 8,711.80	Credit balance 35,165.20 \$180 " "	
Hongkong Fire Insurance Co., Limited.....	8,000	£	250½	50½	885,000 \$	235,231.06 \$55 " sellers	
China Fire Insurance Company, Limited.....	20,000	£	100½	20½	515,978	189,978.34 \$60 " sellers	
<b>STEAM COMPANIES.</b>							
H.K. C. and M. Steamboat Co., Limited.....	8,000	£	10½	75	215,000 \$	53,691.80 \$112 and Sept.	
Indo-China S. N. Co., Lt. 60,000 sh. issued		£	13,387½	10½	10	...	25 % discount
		£	51,212½	10½	8.10	...	
China and Manila S. S. Company, Limited.....	3,500	£	190	all	...	...	25 discount
<b>MISCELLANEOUS.</b>							
Hongkong & Whampoa Dock Co., Limited.....	2,000	£	12½	100	18,000	4,551.58 50 % prem. ex div. = \$186.25	
H.K. and China Gas Company, Limited.....		£	500½	10½	40	...	\$84 per share
New Shares.....		£	1,900½	10½	7.10	...	
Hongkong Hotel Co., Lt. 3,000 shs. issued		£	2,000	100	...	...	\$145 " "
		£	1,000	50	...	...	
China Sugar Company, Limited.....	9,000	£	100	100	...	6,620.70 \$114 " ex dividend	
Hongkong Ice Company, Limited.....	1,250	£	10½	100	24.25	543.78 \$140 " "	
Hongkong Bakery Company, Limited.....	600	£	50½	60½	6,000	656.32 \$100 " buyers	
Luzon Sugar Company, Limited.....	7,000	£	50	100	...	4,090.65 \$50 " sellers	
Perak Tin Mining & Smelting Co., Limited.....	6,000	£	50	all	...	First year 875 " "	
Selangore Tin Mining Co., Lt. of Shanghai.....	2,500	£	100	all	...	do. 812½ " "	
Hongkong Rope Manufactory Co., Limited.....	3,000	£	50	all	...	do. 350 " "	
<b>LOANS.</b>							
Chinese Imperial 1874.....		£	6,276½	100	all	8 %	June 30 Dec. 31
" " 1877.....		£	19,040½	100	all	8 %	Feb. 28 Apr. 31
" " 1878.....		£	3,899.17	500	all	8 %	April & October
" " 1881.....		£	8,565.11	500	all	8 %	June 1st Dec. 10
Sugar Debentures, 1880.....		£	600	500	all	8 %	June & Dec. 10 2 % prem.



Messrs. Adamson, Bell & Co. inform us that the Kioo Yung Kwai-sha's steamer *Kio Maru*, from Glasgow, has sailed from Singapore for this port.

The pig have been released from quarantine. A report was sent in by Inspector O'Neil, on Monday last, to the effect that no disease had appeared amongst them, and to-day an order was issued to release them.

About two dozen Chinamen were brought up at the Police Court this morning on a charge of piracy on the high seas. No evidence was taken in the case, however, as the Police applied for a remand to enable them to further investigate the matter.

His Excellency Hui Ching Ch'ing, the newly accredited Chinese Minister to France, Austria, Italy, and Holland, arrived here this morning, in company with his wife and child and suite, in the P. & O. Co.'s steamer *Thames*, en route for Venice.

The privilege so long enjoyed by the shipmasters frequenting the port of Manille to make use, free of charge, of the semaphore tower, for conveying their dispatches, has been withdrawn. The dispatches, such as, "Require cargo boat for discharge," &c., will, in future, be charged for at the rate of \$1 for the first 20 words, and 50 cents for every additional 10 words or less transmitted.

With reference to the cowardly outrage recently committed upon foreigners near Shanghai, reported at length in another column, it may be noted that the persons upon whom the outrage was made, the Rev. Mr. Elwin and his daughter and Miss Marsh, arrived here in the mail steamer *Thames* this morning.

The British Government may be placed in a rather awkward predicament in regard to the expedition for the relief of General Gordon at Khartoum. It has apparently been settled that the expedition shall proceed up the Nile, partly or wholly in steamers, instead of marching the relieving force across the desert from Suakin. But there is this danger, that, after all the costly preparations have been made for a river expedition, the falling of the Nile may render it impossible for it to proceed, a greater depth of water being required for the passage of the vessels. A telegram despatched from London on Monday last stated: "The Nile is falling again." Perhaps, after all, the river expedition will have to be abandoned, in which case a much larger force would be required to march from Suakin to relieve the General.

It is stated that the Chinese authorities have offered an ample apology for the outrage on the *Zephyr*, stating that she was mistaken for a French vessel, and that the matter has been allowed to drop by the British Admiral. Now that China is involved in hostilities with a powerful nation, we suppose it would be considered mean, if not a little cowardly, on the part of England to deal with the Chinese Government in a high-handed manner in regard to this serious affair. At the same time, it must not be forgotten that this is the third offence of a similar nature that has occurred at Foochow recently. A cannon ball was thrown across the bows of the German corvette *Prinz Adalbert* as she was proceeding up the Min the day after the engagement at Foochow and on her commander stopping to enquire what was the matter, he was informed that it was a mistake. This was followed by shots being fired at a launch in which the British Admiral was proceeding to Foochow. It is ridiculous to entrust the command of a force in time of hostilities to a person who cannot tell an English or German flag from a French one. If the Chinese high officials commit such offences they should be held responsible for their acts.

The Postmaster General announces that mails for Europe, &c., will be closed as follows:

The next English Mail on Friday, 12th instant, at 3 p.m.

The French Mail on Thursday, 18th instant, at 11 a.m.

The English Mail on Friday, 26th inst. at 3 p.m.

The French Mail on Thursday, October 2nd, at 11 a.m.

The English Mail on Tuesday, October 14th, at 3 p.m.

Afterwards, every Tuesday, till further notice.

It may prove a useful caution to shippers and steamship owners here to state that the Customs at Shanghai appear to be acting contraband of war on board foreign steamers. The Shanghai Courier of the 1st Sept. says:

The steamship *Amoy* arrived here yesterday from Hongkong. The Customs made a seizure on board of her of a quantity of snuff and opium, one case of opium, and four cases of opium. It is believed that there are still some more of these contrabands of war on board of the *Amoy*, and that the snuffers were Chinese.

These could only be intended for Chinese, and it is a singular position of affairs to find those who are virtually the employers of the Chinese Government seizing them. In the instance of a declaration of war, it seems to us that official notice should have been given that arms found on board foreign vessels would be treated as

contraband of war by the Customs at Shanghai.

The weather, which has been of a most threatening nature throughout the day has not by any means improved as we go to press. The barometer has been falling steadily since the morning, the lowest reading being at about 4 o'clock, when the glass registered 29.44. Since then there has been little change. The Chinese are fully expecting a heavy blow and the harbour is quite clear of cargo boats and sampans, not one of the small craft being visible from the Praya. The steamers have also made all necessary preparations for the anticipated typhoon, almost all having got up steam and several have sought shelter in Typhoon Bay, or behind Stonecutters Island. The *Kiung Lok* took up a position behind the Island yesterday and the *Namoa* left the Company's buoy this morning to secure a safer position on the other side. The men-of-war in port have sent down their tops and upper yards and in some cases their heavier spars. The house boats generally found along the Praya wall have all been removed from their davits and safely stowed alongside the houses, out of the probable reach of these, and both Praya and harbour have quite a deserted appearance.

At a moment like the present, when everyone's attention is directed to the signs of the weather, it is rather unsatisfactory that we have received no notification from our Government Astronomer. We believe that a telegram was forwarded from the Observatory this forenoon to the Central Police Station, to the effect that the typhoon in the East, notified on Monday evening, was advancing in this direction, but we have received no notice to this effect.

We have been favoured by Captain Riley of the S.S. *Ajapa*, which left Pagoda Anchorage on the 8th and arrived here this morning, with some further information concerning the *Zephyr* incident. The missile fired by the Chinese at the gunboat appears to have been a shell, which exploded on board and struck one officer, believed to be Lieutenant Jervoise, one seaman and the Chinese pilot who was taking the vessel up the river. The Lieutenant was wounded in the leg and it was at first believed that it would be necessary to amputate the limb, but the medical man who is treating the case has since given his opinion that this will not be required. The wounded officer has been conveyed up to the Settlement, where accommodation has been kindly provided for him at one of the Foreign homes.

The injuries received by the seaman are not of serious nature, but the Chinese pilot was dangerously wounded and is in a precarious condition.

It is reported that two of the officers who were in charge of the fort from which the *Zephyr* was fired upon have been brought before the authorities and a sentence of deprecation executed upon them.

The looting of the houses at the Anchorage, the Arsenal and Dock, has been most effectually carried out by the Chinese soldiers. One of the two Chinese gunboat commanders who escaped alive from the engagement of the 23rd told Captain Riley that more actual loss had occurred at the Dock and Arsenal through the looting of the soldiers than from the French bombardment. All the delicate machinery and tools had been broken up and the brass and copper carried off. He calculated the loss to the Government from the looting of the works at fully \$50,000 to \$60,000.

Affairs at the Settlement were fairly quiet and the French squadron were still anchored off Matsou when the *Ajapa* left.

The annual aquatic sports of the Victoria Recreation Club are fixed to come off this year on Friday and Saturday next. The following is the programme of events:—

FIRST DAY.

Friday, 12th September, 1884.

1.—4.00 p.m., Diving for Oranges; 1st prize, value \$10; 2nd prize, value \$5.

2.—4.15 p.m., Swimming Heelers from One to Sixty; 1st prize, value \$10; 2nd prize, value \$5.

3.—4.30 p.m., Boys' Race (2 lengths), (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

4.—4.45 p.m., Snout Race (2 lengths), (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

5.—5.00 p.m., Heavers from Stage; 1st prize, value \$10; 2nd prize, value \$5.

6.—5.15 p.m., Loxe Race (Round the Red Buoy and back); (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

7.—5.30 p.m., Buoys Race; (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

8.—5.45 p.m., Duck Hunt; prize, value \$10.

SECOND DAY.

Saturday, 13th September, 1884.

1.—4.00 p.m., Swim under Water; 1st prize, value \$10; 2nd prize, value \$5.

2.—4.15 p.m., Snout Race (2 lengths), (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

3.—4.30 p.m., Punt Race; 1st prize, value \$10; 2nd prize, value \$5.

4.—4.45 p.m., Snail Race (Under 16 years); 1st prize, value \$10; 2nd prize, value \$5.

5.—5.00 p.m., Running Hatters Race; 1st prize, value \$10; 2nd prize, value \$5.

6.—5.15 p.m., Canoe Race; 1st prize, value \$10; 2nd prize, value \$5.

7.—5.30 p.m., Canoe Race; 1st prize, value \$10; 2nd prize, value \$5.

8.—5.45 p.m., Boys' Race (Over 16 years of age); (2 lengths); (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

It is reported by the Shanghai *Hu-pao* that a certain High Minister in the T'ung-hi Yamen has made arrangements with Mr. Russell Young, U.S. Minister at Peking, for a loan at 5 per cent. per annum; the fund to be devoted to the building of railways in China.

Through the entrance of the Peiho river being blocked (by barriers) on Tuesday night, (Sept. 2nd) the S.S. *Leifing* and a Norwegian barque could not proceed to sea; steamers were also delayed long in. It is reported that it is the intention of the Chinese to place the barrier across the entrance every night, removing it in the morning. —*Shanghai Courier*.

The following telegram, from Admiral Courbet, dated August 30th, is published by the Shanghai *Mercury*:

Destroyed all the Batteries of the River Min. The guns have all been destroyed with gun-boats. All our ships left the River Min yesterday.

Our loss since the commencement of operations up to this day are 10 killed and 15 wounded.

Admiral Li Yu-ngo of the langtze fleet arrived at Shanghai, says the *Courier*, on the morning of the 9th Sept., from Kiang Yin in the *Nan-shen*; he was accompanied by the *Nan-shen*, both German-built steamships. An hour after his arrival the *Ching Ching* arrived from the same place with a battalion of 50 men for the Woung-fu. Sixteen war junks arrived yesterday (Sept. 5th) from Chinkiang, and will "assist" in the defence of the forts.

This captain of the Spanish gunboat *Alamancos* has been arrested at Kingston, Jamaica, by a lieutenant and two marines of the British gunboat *Flamingo*, by order of the commodore, at the house of the Spanish Consul, for having fired upon the British vessel *Goffred*. The Spaniard, on boarding the *Goffred*, ordered the British flag to be lowered. They manœuvred the boat and departed without either excuse or apology. The captain of the *Alamancos* admitted having boarded the *Goffred*, and stated that the vessel was scuttled because it was suspected that she contained dynamite for Cuba. The captain was released later on, the Consul giving bond for him.

Before the French venture up the Yangtze they should read the following paragraph from the *Courier*:—"Twenty miles from the entrance of the Yangtze is Chuan Shan, where a large fort has been erected. The other day at target practice with the big guns, each gun was fired five times and a gunner hit his mark within a radius of 4 feet, five successive shots. The target was at a distance of 2,000 yards. The other gunners made some three and some two 'bulls.' We believe the gunners have been well rewarded by Admiral Li Yu-ngo, Commander-in-chief of the Yangtze."

I am rather surprised, says a writer in *Truth*, that no purchaser was found last week for the island of Herm. It is a picturesque spot, and one which I should have thought many people anxious for territorial aggrandisement would have jumped at. The great charm of it is, of course, the complete independence. The owner for the time being, though he pays a rent to the Crown, is as veritable a Sovereign as King Smith of Sicily, is independent of Parliament, and is able to command his own society absolutely—for I believe no French can land on the island without his permission. For a quiet man of middle age, with an inflated sense of his own importance, a disposition to misanthropy, and a taste for solitude, such a residence might be made a little paradise.

This Board of Trade have decided to proceed at once to revoke no fewer than twenty-five of the provisional orders which were granted by them last year, and subsequently confirmed by Parliament, for the electric lighting of London and its suburbs. Of this number twenty-three are orders which were obtained by the Metropolitan British Electric Light and Power Company, which has since gone into liquidation. So far as London is concerned, the result therefore of the numerous electric lighting orders which have been granted during the past two years is that only eight remain in force. Of these eight orders five have already had their term extended within which to comply with the provisions of the order, and unless these provisions are complied with before the 15th October next the power will be lost unless a further extension of time is granted.

The following extraordinary circular, which has recently been issued at St. Petersburg by the Department of Roads and Communications, curiously illustrates the reverence with which the Czar and all his belongings are regarded by all good Russians. The owners of passenger steamers who have been granted permission to name their vessels in the names of the Imperial family are bound to keep their boats in excellent order and repair. If, however, any such named steamer, consequent upon commercial operations, should be employed in any manner likely to make the carrying out of the above instructions difficult, the owners are hereby notified that they must rename the vessel and declare this change of name to the Inspector of Marine.

The Imperial name, it would seem, is so sacred that it must not be profaned by being prefixed to a dirty cargo boat.

The proposed canal would be 127 miles in length and would contain thirty locks. For ships of 1,500 tons the toll would be eight millions; for ships of 2,500, twelve millions; and for ships of 5,000 and upwards, twenty millions sterling. If built on this scale the canal would be 200 feet wide on the surface and 100 feet at the bottom. The passage through the canal would be effected by a system of towing, and it is estimated that the passage of a ship from Galway Bay to Kingston would occupy between twenty-four and thirty-six hours, in which the ships would be carried in cradles, which could be constructed for ten millions, is proposed, by which the duration of the passage through the canal would be reduced to twelve hours. An immense aqueduct would have to be constructed to carry the canal over the Shannon at Banagher, and would be over three miles in length, being one of the most difficult and costly works in connection with the undertaking.

A WONDERFUL case is on record of a mail which went to sleep on March 25th, 1846, and did not wake up till March 7th, 1850.

It seems that this mail was picked up in the Egyptian desert, and as he had retired to the topmost recesses of the whorls of his shell, he was gazed on a piece of cardboard as though dead, labelled with the date, and sent to the British Museum. He slept unconsciously for nearly four years, when, showing some slight signs of life, the authorities ordered him a tepid bath, and at the first touch of the welcome moisture the small crustacean thrust his head very cautiously, and then commenced to walk to the top of the shell. The West African mud-fish affords another instance of long-continued existence in a state of torpor. This fish, known as the *Lapidoideus*—lives among the shales of the River Gambia, which are completely dry during the tropical summer. But before the drought comes the mud-fish is was enough to hide deep down in the soft clay at the bottom of the pools, and there it lies in a torpid state for months together, while the surrounding mud hardens into a cake. While in this state the natives dig for it, and prize them in a great delicacy for the table. But he does not live without breathing the mud-fish proves by leaving a small pipe open from his cell leading through the hard mud to the upper air.

### Police Intelligence.

(Before A. G. Wain, Esq.)  
Wednesday, Sept. 10.

Wong Ying Tai, a cooper, who was sent up for trial at the Supreme Court, on the 23rd ult., on a charge of entering the shop of Chan Afat, a carver, in Hillier Street and stealing a basket containing \$7.87 and some broken silver, and also being armed with a deadly weapon, a dagger, on the 19th August, was again before the Court; the Attorney General having sent back the case to be dealt with summarily.

Defendant had nothing further to say in defence and was now sentenced to six months' imprisonment with hard labour.

LAU ASING and LI APING, coolies, were charged with assaulting two chair coolies with an iron bar on the 8th inst.

Chan Sen, one of the complainants, deposed that he saw their coolie to Inspector Rao. At 1 p.m. yesterday, after carrying his master to Queen's Road, he and his foks remained outside the house, when the defendants and a number of others came up and beat him. The first defendant called out "Ta!" and had an iron bar, a second defendant, a bamboo. A few days previously complainant had had two persons committed of assault.

Police Sergeant Morrison gave evidence to the effect that a report was made yesterday at No. 2 Station upon which he sent a constable to inspect the house in front of which he found a large crowd. Directly the complainants got into St. Francis Street a rush was made on them by about twenty with bamboo. Witness seized hold of first defendant, who was wrestling with first complainant and had two fighting men in his hand. On the way to the station first defendant said that they wanted to beat the first complainant because he had got some men convicted before. There were cries of "Ta," and P.C. 381 was struck with a stone on the head.

First defendant was taken to hospital three weeks and the second for two weeks hard labour, and both to find two sureties of \$25 each to keep the peace for three months; in default to be committed for six weeks, during from to-day.

(Before E. Macdon, Esq.)  
LANCERY.

Tsang Akau, a hawk, was convicted of stealing a pair of trousers from a postmaster, who was seated in Hollywood Road mending the garment in question. He was sent to goal for six weeks' hard labour.

### The French and Formosa.

This morning one of the native newspapers in this Colony, the *Chwa Wen Yat Po*, issued an "extra" giving what purported to be the substance of two secret telegrams that had passed between high Chinese officials with reference to French designs in regard to Formosa. In view of the recent telegram from London stating that the French intend to occupy Formosa as the material guarantee, the following translation of this "extra" will be read with interest:—

SECRETARY MILITARY TELEGRAMS.

"Law, by brevet Provincial Governor, and commanding military operations in Formosa, despatched a telegram to the T'ung-hi Yamen to the effect that after the defeat and retreat of the French at Keelung they (the French) sent several vessels of war which entered that port and there anchored.

There had since, however, been no hostilities, but the French had sent messages to Law, the Provincial Governor, demanding that the two prefectures of Taiwan and T'ai-pak (North and South Formosa) be severed from the Empire, and handed over to Patente. The French Minister was to be the ruler of Formosa, but the island was to be still tributary to China, and was never to become French territory.

If China did not agree to these terms, which in five days, force would be resorted to by France in order to obtain possession of Formosa. The French also wished to occupy Peking and Chongking, so that these places might be governed by French officials. The Governor General concludes by requesting that this information might be forwarded to the throne."

The T'ung-hi Yamen, in reply, states that after having considered the contents of His Excellency's telegram they forwarded the same to the Throne. The cession of territory to the French could on no account be permitted; nor must the territory be in any way entered by the French. To do so the French desire would involve China in endless trouble.

We give the above for what it is worth, and mainly to show the nature of the information supplied to the Chinese in regard to the political situation.

### Canton.

(From our Correspondent.)  
September 8.

Canton is as quiet as one may expect in these times. The authorities are very anxious to maintain the peace, and so far seem to be succeeding fairly well. It is natural there should be more or less excitement. Some fifteen refugees have come to Canton from Tung Un, where the American Baptist Mission has been destroyed and a few shops of Christians looted. The saddest case, perhaps, of the lot is that of a Bible woman whose daughter has been stolen.

### Taku.

20th August, 1884.

The only battle we have had for some time was when the German gun *Nautilus* arrived off the Bar yesterday. There was quite a stir in the forts. Guns were got ready for action and everything prepared for fighting, thinking she was a French gun vessel. The torpedoes are still in the river. The two gunboats that are here are the *Chien Po* and *Chien Hai* and there are two at Peking, the *Chien Fien* and *Chien Wan*. The *Chien Hai* is used as a despatch boat between here and Port Arthur. Of soldiers none have come to this place since the talk of trouble. There are about 10,000 men in the four forts of Taku.

24th August.

I send you an account of an extraordinary high tide we had yesterday. During the afternoon of the 23rd inst., without any indications of wind or anything to cause the tide to come up as it did, nevertheless it kept rising till the Signal Station at the forts hoisted all its flags, i.e. 104 feet. Yet the water came up till it flooded everything round about Taku. The large Military road was also flooded, and sampans had to be used to enable the people to get about; there were also 3 feet of water inside the forts. The Naval Yard was almost swamped, the water being level with the highest parts of the building, and from the back, where there are low-lying places, the water was pouring in fast and running into the Dock itself.

In about an hour's time there were 24 feet of water in the Dock. Coolies tried to stop it by using planks and filling in between with coal dust and mud, but did not succeed.

The water in the village (Tongku) was about 4 feet in places and lots of the mud houses of the natives have suffered a good deal; some tumbled down when the tide ebbed.

The air, *Kung-pai*, drawing 15 feet, came in without any difficulty. She is the best vessel drafted that has crossed the Bar. When the *Kung-pai* got to the village known as Yu Chia-pu or Fieberman's Village, she took a sheer and ran up behind it. We all thought that the Captain was going to make a short cut across and save 15 miles steaming, but he could hardly find 15 miles on the Taku plain; had not a light wind been blowing, he would most likely have had to dig out, but luckily for all, she managed to back off again all right.

This tide, I think, is the highest on record up here; I should say there was a record of 20 and 22 feet on the Bar yesterday. —*Temperance Union*.

### Chefoo.

25th August, 1884.

The Russian men-of-war *Mitsin*, *Stokeloff*, and *Neyazdant* arrived on the 14th inst. Nagasaki and are still here.

The unsettled state of affairs between France and China has a disastrous effect on business here; several sailing vessels are in port, but charterers are not obtainable. On Saturday the 23rd, we had a great rain, flooding the whole country; the "oldest inhabitant" does not remember anything like it. It is too soon yet to estimate the damage done, but it is within bounds to say that hundreds of people have been washed out of house. —*Temperance Union*.

### Tientsin.

August 25th, 1884.

The British gunboat, *the Esprit*, has struck her topmasts and rigged in her jibboom and appears to be on the war path, or at least preparing for possible fighting. The strength of a Chinese battalion or "camp" is 500 men; these men are divided into five companies of a hundred men each, which again is divided into ten "units" each. To each "unit" is attached a flag or banner, and the Colonel of the battalion has ten flags for his special decoration, so that out of 500 men there are 50 non-combatable or banner bearers. This is surely a great waste of fighting strength in a large army.

As to pay, under a good Colonel the men of a battalion get their pay of £1.20 per lunar month in full. Other officers command 35 days to a month. Out of this £1.20, the soldier has for pay five shillings (the pay month). The 0.80 is a uniform jacket £1.00, besides he is charged for his tobacco, salt, trousers, shoes, &c., so that on pay day the Chinese are small if a soldier gets more than £1.00 ready money to spend with his friends. This is the general rule amongst most of the military officials who command regiments although there are not a few exceptions, but this very exception proves the rule. —*Shanghai Courier*.

AN OLD OPPIA REVIEWED.  
Things are seldom what they seem;  
Skin milk masquerades as cream;  
Lard and soap we eat for cheese;  
Butter is but salt grease.

### OUTRAGE ON FOREIGNERS NEAR SHANGHAI.

Archdeacon Moule writes to the *N. C. D. News* as follows under date of Nov. 5th:—

Sir, I am sorry to have to relate the circumstances of one of the most cowardly outrages on foreigners ever perpetrated in this neighbourhood.

My friend and colleague the Rev. A. Elwin, from Hongkong, is staying here, with his family, en route to England, on sick furlough, by the outgoing English mail. He started for Woosung yesterday afternoon, accompanied by his little girl, aged 8 years, and by Miss Marsh, wishing to see the *Thames* and call on the Captain before embarking on Saturday. The strong east wind delayed the boat all the way to the Point; and as it was getting late when they neared Woosung, they decided to start homeward at once on the first of the boat. Here again, the wind being dead ahead, their progress was very slow; and, fearing a late arrival in Shanghai, they landed, meaning to walk to the Point, where a carriage was waiting for them. A man guided them some distance, and then left them to themselves. Some boys volunteered their help; but they were evidently bent on mischief, and our friends wandered further and further inland, having by this time hopelessly missed the track. It was not till, though the moon was shining brilliantly, men began to gather and follow, clamouring for money. As this was not forthcoming, the mob increased, each village yielding a contingent. Thus pursued and threatened, the weary travellers wandered on and on, wading in many places through pools of mud and thick mud. The mob grew more savage, and Mr. Elwin asked Miss Marsh to hasten on with his little girl as fast as possible, while he, some twenty yards behind, walking backwards with his face to the crowd, endeavoured with great gallantry to keep them at bay. They came on long lanes and bamboo, most providently more dangerous weapons were not at hand, and pelleted them all with showers of mud and stones.

They then grew bolder, and rushing in front, dodged behind bushes, and springing out seized very roughly Miss Marsh and the little girl, trying to tear their dresses. The courage and endurance displayed by the ladies here must have been beyond all praise. Mr. Elwin, nevertheless, tried to treat the ruffians like a pack of wolves, and threw one thing after another to them, sandwiches, newspapers, a hand-bag, &c. After a while, with great violence, a pocket-book, umbrella, hat, and Miss Marsh's hat were all torn away. Our friends' strength, after three or four hours of weary wandering and perilous running for life, was well nigh spent; and Mr. Elwin feared the very worst, when just at the critical moment, through God's mercy, a light was seen. They made a dash towards it, forced their way into the Chinese shop, notwithstanding the not wholly unnatural reluctance of the inmates, and the door was shut.

They were now safe, for the villagers gathered in furies to protect their own people. A Christian was master, a man of influence, was in the house at the time, and after half an hour's shouting and confusion the ruffians left or were cowed. The villagers then procured wheelbarrows, a deputation of eight or nine men escorted the party some distance, and at 1 a.m. this morning our friends, with light hearts out and covered with mud, but thank God! uninjured in limb, reached my door.

I need not add that the affair has been placed in the hands of H.M.'s Consul-General, where it can be securely left for prompt and just treatment. I deem it right to publish this narrative to warn others as to the possible temper of the villagers; though one would fain hope that it was only an accidental outbreak of covetous brutality unembodied by the hatred of the hour and the smallness of the party. It is worth recording, however, that neither Mr. Elwin nor myself, when visiting, by day and by night, remote and somewhat lawless regions of the Chekiang hills, ever feared or ever experienced such treatment as Mr. Elwin experienced last night in a place situated in sight of this great Settlement, and in a region, moreover, proclaimed as neutral and peaceful ground.

P.S.—Mr. Elwin landed quite close to Woosung and was soon guided inland. The only place the name of which he ascertained was the large village where he took refuge in a shop. This seems to be marked on the map as San Nge Shi, about 15 li from Shanghai.

### THE FRENCH FLEET.

(From a correspondent.)

While there is a lull in the proceedings of the French, it may not be out of the way to say a few words concerning the ships employed under the orders of Admiral Courbet to carry out this semi-naval warfare.

I will start with the *Trojan*. She is a typical vessel of the last recent class of armoured ship of the second rate in the French navy. She was built at Rochefort in 1870 from plans by M. Schneider, and launched in 1871. She is armoured from end to end and at the water line, and the immersed part of this belt is covered with a casing of wood. The battery deck is not armoured, but only plated with sheet-iron throughout its length. The post-magazines are placed under the smoke-hole and engine-room. The hull is of wood, with metal braces. Her dimensions are as follows: Length of hull at load water line, 233 feet 7 inches; beam, 45 feet 3 inches; depth, 23 feet 6 inches; mean draught of water, 20 ft. 6 in.; displacement, 4,140 tons; immersed surface of midship section, 306 sq. ft. The thickness of the armour at the water line is 15 metres, or 6", and at the battery 12 metres, or 4 7/8". The armament is composed of six 24 c/m. or 9.4" guns of 12.5 tons. Four of these are in the central battery, and two in barbette turrets on the sides. Before the funnel, one 19 c/m. or 7.6 inch gun of 7.5 tons is mounted on the top gallant forecastle; and there are six smaller guns on the forecastle and quarterdeck. Her trial trip speed was 12.70 knots; the quantity of coal carried is 300 tons. She is fitted with a single screw and a powerful ram.

The *Bayard* was designed by M. Lebelin de Dienne, an eminent constructor in the French service. She differs from the *Trojan* in that she has a twin screw. Her displacement is 3,881 tons; length at water line, 226' 9"; beam 37' 2"; draught, 23' 4"; max. armour, 8 1/2" min. 6 1/2"; draught of water, 24 feet; armament something similar to the before-mentioned ship. The battery deck in this ship is armoured throughout. The *Bayard's* coal capacity is 400 tons.

The *Gallienne* is another second-rate ironclad of the *Victorieuse* class. In construction and internal arrangements she is like the latter-named ship, but like the *Bayard* she is a twin screw. This vessel carries her guns at a height of seven feet above the water line; her displacement is 4,150 tons; length, 244 feet; beam, 45 feet; draught, 24 feet; max. armour, 8 1/2" min. 6 1/2"; draught of water, 24 feet; armament, 24 c/m. or 9.4 inch, or 14.2 tons in centre battery and barbette. Her speed was 13 knots, and her coal capacity is 300 tons.

The *Duguay Trouin*, the largest of the second class ironclads, was laid down in 1873 from plans of M. Ruyand, and was launched in 1877. Her dimensions are: length of hull at water line, 220 feet; beam, 42.8 feet; displacement, 3,160 tons; immersed surface of midship section, 376 sq. ft. The ordnance mounted on board consists of five 19 c/m. or 7 1/2 inch guns, of which one fires ahead and four are in unplate half turrets or sponsons projecting beyond the ship's sides, and of five 14 c/m. or 46 pounders, of which one can fire astern. The engines develop 3,740 horse-power, and her estimated speed is sixteen knots. She can carry 430 tons of coal. The two last additions to the Chinese fleet, built at Kiel, are ships very much like her in construction and armament.

The *Pollux* and *D'Eclaire* are somewhat similar vessels, rated as second-class ironclads in the French navy.

The *Pollux*, a smaller sized second-class ironclad, was designed by M. Rebetier. The hull is of wood. Her dimensions are as follows: Length at water line, 240 feet; beam, 37' 11"; depth, 15' 3"; mean draught of water 13' 7"; displacement, 2,368 tons; immersed surface of midship section, 448.6 square feet. The armament is composed of six 16 c/m. or 390 pounder guns and nine 14 c/m. or 46 pounders, of which one is mounted on the top gallant forecast



